

Maryland Historical Trust

Maryland Inventory of Historic Properties number: HO-660

Name: Pfefferkorn Rd. over Middle Patuxent Riv.

The bridge referenced herein was inventoried by the Maryland State Highway Administration as part of the Historic Bridge Inventory, and SHA provided the Trust with eligibility determinations in February 2001. The Trust accepted the Historic Bridge Inventory on April 3, 2001. The bridge received the following determination of eligibility.

MARYLAND HISTORICAL TRUST	
Eligibility Recommended _____	Eligibility Not Recommended <u>X</u>
Criteria: <u> </u> A <u> </u> B <u> </u> C <u> </u> D Considerations: <u> </u> A <u> </u> B <u> </u> C <u> </u> D <u> </u> E <u> </u> F <u> </u> G <u> </u> None	
Comments: _____ _____ _____	
Reviewer, OPS: <u>Anne E. Bruder</u>	Date: <u>3 April 2001</u>
Reviewer, NR Program: <u>Peter E. Kurtze</u>	Date: <u>3 April 2001</u>

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Maryland Inventory of Historic Properties
Historic Bridge Inventory
Maryland State Highway Administration
Maryland Historical Trust

MHT Number HO-660

Name and SHA No. Pfefferkorn Road over Middle Patuxent River/HO31

Location:

Street/Road Name and Number: Pfefferkorn Road

City/Town: Burnt Woods Vicinity x

County: Howard

Ownership: State x County Municipal Other

This bridge projects over: Road Railway x Water Land

Is the bridge located within a designated district: yes x no

 NR listed district NR determined eligible district

 locally designated other

Name of District

Bridge Type:

 Timber Bridge

 Beam Bridge Truss-Covered Trestle

 Timber-and-Concrete

 Stone Arch

 Metal Truss

 Movable Bridge

 Swing Bascule Single Leaf Bascule Multiple Leaf

 Vertical Lift Retractable Pontoon

x Metal Girder

 Rolled Girder Rolled Girder Concrete Encased

 Plate Girder Plate Girder Concrete Encased

 Metal Suspension

☐ ☐ Metal Arch

☐ Metal Cantilever

☐ Concrete

☐ Concrete Arch ☐ Concrete Slab ☐ Concrete Beam

☐ Rigid Frame

☐ Other Type Name _____

Description:

Describe Setting: Bridge HO31 carries Pfefferkorn Road over the Middle Patuxent River in Howard County, Maryland. Bethany Lane runs in a north-south direction at this location; the Little Patuxent runs generally east-west. The bridge is located in a rural area with open fields on all sides. The Middle Patuxent has a wooded channel bank at this point. There are two domestic structures visible from the bridge.

Describe Superstructure and Substructure: The superstructure of HO31 is a single span steel girder and stringer bridge with a corrugated metal deck and a bituminous concrete wearing surface. The span length is 34', with a 36' total bridge length. There is a 19' 8" clear roadway width between W beam guard rails.

The substructure is made up of concrete abutments and wing walls.

Discuss Major Alterations: In 1979 extensive work was done to the superstructure and the bridge deck. This work consisted of replacement of steel beams and reconstruction of the entire floor system. The deck was also replaced at this time.

History:

When Built: estimated 1935

Why Built: local transportation needs

Who Built:

Why Altered: structural repairs and safety needs.

Was this bridge built as part of an organized bridge building campaign: yes

Surveyor Analysis:

This bridge may have NR significance for association with:

☐ A Events ☐ B Person

☐ C Engineering/Architectural

Was this bridge constructed in response to significant events in Maryland or local history: In the early 20th century several factors were affecting the transportation system in the state and in Howard County. The automobile was fast becoming the preferred mode of transportation for most people. The advent of the tractor trailer in the early 1930's, and the

use of trucks for delivery and hauling also had some effect on the road system of the county. Finally, the population of the county was growing as more and more people moved the county to escape the city. All of these factors made it necessary to have more stable bridges capable of carrying heavier live loads. Other than being a typical bridge of this time however, it is unlikely that HO31 was built in response to significant events in the state or county.

When the bridge was built and/or given a major alteration, did it have a significant impact on the growth and development of the area:No, construction and alteration of the structure did not have a significant impact on the growth or development of the area.

Is the bridge located in an area which may be eligible for historic designation and would the bridge add to or detract from historic and visual character of the possible district:No, this bridge is not located in an area which may be eligible for historic designation.

Is the bridge a significant example of its type:While structure HO31 is a typical example of a single span steel beam bridge, it is not a significant example of its type.

Does the bridge retain integrity of the important elements described in the Context Addendum:Rolled wide flange beams and riveted plate girders are both considered primary character defining elements. Both the beams and the girders were modified and/or replaced in the 1979 reconstruction. The bridge deck is considered a secondary character defining element. The deck was also replaced in the 1979 reconstruction. Guard rails are considered a tertiary character defining element under additional functional features. The combination channel style and W beam guard rail was also replaced in the 1979 reconstruction.

Concrete abutments are considered a primary character defining element. There is no evidence in the county bridge inspection files that there has been any alterations made to the abutments or wing walls, other than routine cleaning and maintenance.

Should this bridge be given further study before significance analysis is made and why:No, this structure should not be given further study. Modifications made to floor system, as well as replacement of the deck raise doubts about the integrity of this bridge.

Bibliography:

Howard County

v.d Bridge Inspection Files.

Greiner, Inc.

1995 Historic Bridge Inventory Form.

Spero, P.A.C. & Company, and Louis Berger & Associates

1994 Historic Bridges in Maryland: Historic Bridge Context.

United States Geological Survey

1953 7.5' Sykesville Quadrangle, photorevised 1979.

Surveyor:

Name: Stephanie L. Bandy **Date:** August 1995

Organization: State Highway Admin. **Telephone:** (410) 321-2213

Address: 2323 West Joppa Road Brooklandville, MD 21022

Maryland Historic Highway Bridges

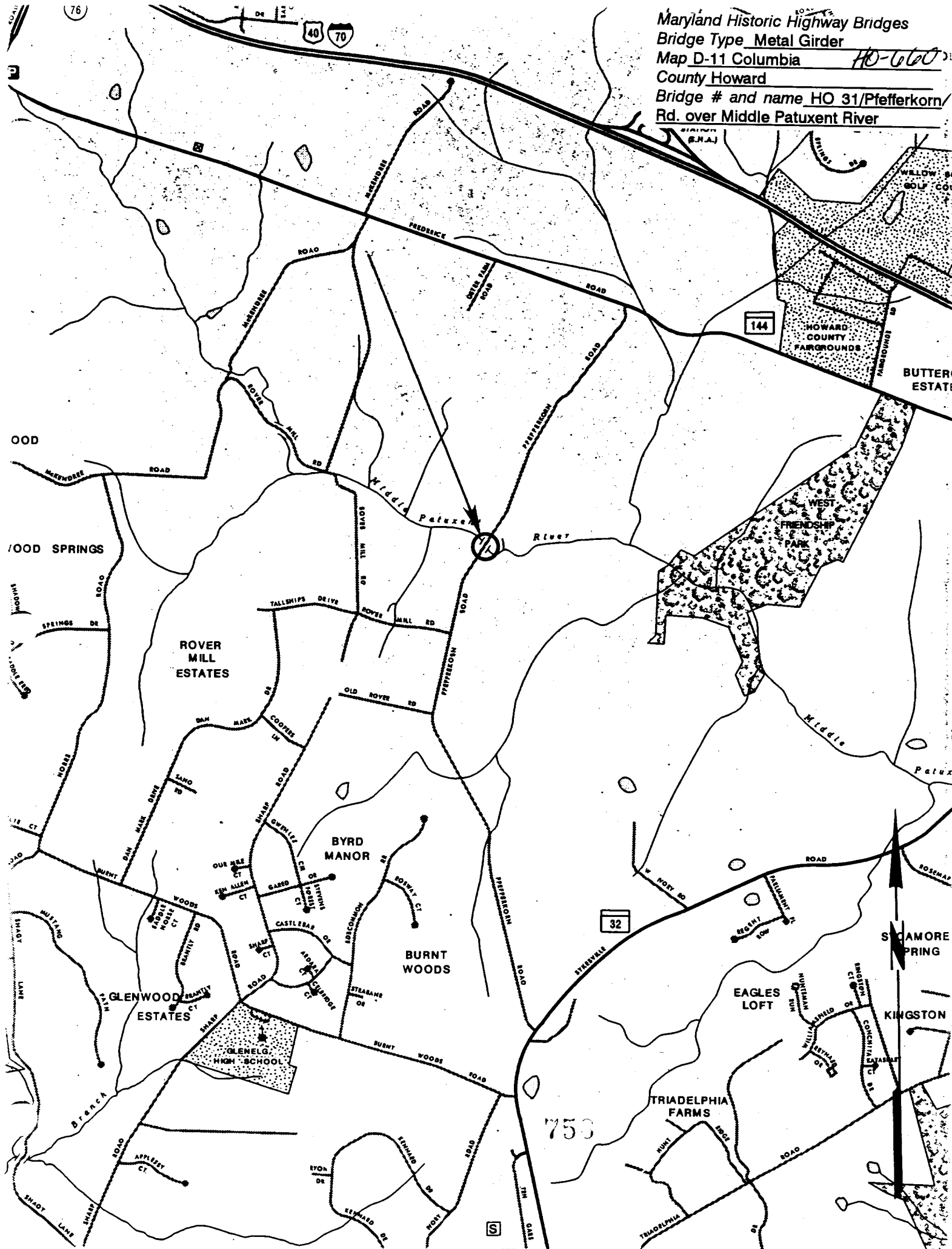
Bridge Type Metal Girder

Map D-11 Columbia

HO-660

County Howard

Bridge # and name HO 31/Pfefferkorn/
Rd. over Middle Patuxent River





Inventory # H0-660

Name H031-~~PEFFERKORN~~ RD OVER ^{MIDDLE} PATUXENT RIVER

County/State HOWARD / MD

Name of Photographer DAVID ~~DEHL~~

Date 2/95

Location of Negative SHA

Description NORTH APPROACH LOOKING
SOUTH

Number 1 of 4
2 of 23



Inventory # H3-660

Name H031-PFEFFERHORN ROAD ^{MIDDLE} PATUXENT RIVER

County/State HOWARD / MD

Name of Photographer DAVID DIEHL

Date 2/95

Location of Negative SHA

Description SOUTH APPROACH LOOKING NORTH

Number ² ~~4~~ of ⁴ ~~33~~



Inventory # H0-660

Name H031-PFEFFERS RD OVER ^{MIDDLE} PATUXENT RIVER

County/State HOWARD / MD

Name of Photographer DAVID DIEHL

Date 2/95

Location of Negative SHA

Description WEST ELEVATION LOOKING

SOUTHEAST

Number 3 of 4
9 of 33



Inventory # 44-1000

Name HOZI-PFEFFERKORN ROVER ^{MIDDLE} PATUXENT RIVER

County/State HOWARD MD

Name of Photographer DAVID DIEHL

Date 2/95

Location of Negative SHA

Description EAST ELEVATION LOOKING NORTH

Number ⁴ ⁴ 16 of 33